IMEG Corp.
(406) 721-0142

1817 South Ave W, Suite A
Missoula, MT 59801

OPINION OF PROBABLE COST

Project Name: **Midtown Commons - Phase 1 & 2**

Owner: **Miramonte Group**

Consultant: **IMEG - Missoula**

IMEG Project Number: **25001325.00**

Date: **05/18/26**

Description: **Preliminary Opinion of Probable Cost (OPC) for Development Agreement**

Assumptions: ***See assumptions at end of OPC***

Line Item	Item Code	Description		Total
SCHEDULE GR-1: PROJECT GENERAL REQUIREMENTS				
			SUBTOTAL, SCHEDULE GR-1:	**$ 515,000.00**
SCHEDULE GR-2: SITE DEMOLITION AND EXCVATION OF UNDESIRABLE MATERIALS WITHIN PUBLIC REALM (ALLOWANCE)				
			SUBTOTAL, SCHEDULE GR-2:	**$ 1,000,000.00**
SCHEDULE A: GRADING, DRAINAGE, AND ROADS - PHASE 1 PUBLIC IMPROVEMENTS (HARVE, SCHILLING, NORTH ALLEY)				
			SUBTOTAL, SCHEDULE A:	**$ 709,881.22**
SCHEDULE B: GRADING, DRAINAGE, AND ROADS - PHASE 2 PUBLIC IMPROVEMENTS (EATON, JOHNSON, SOUTH ALLEY, TRAIL CONNECTIONS, SCHILLING MULTI-FAMILY FRONTAGE)				
			SUBTOTAL, SCHEDULE B:	**$ 2,352,437.56**
SCHEDULE D: OPEN SPACE PARK - NOT PART OF THIS ESTIMATE				
SCHEDULE E: SANITARY SEWER				
			SUBTOTAL, SCHEDULE E:	**$ 348,350.00**
SCHEDULE F: WATER DISTRIBUTION				
			SUBTOTAL, SCHEDULE F:	**$ 542,250.00**
SCHEDULE X: Dry Utilities (Northwestern Energy's New Installations and Relocations) (Allowance)				
			SUBTOTAL, SCHEDULE X:	**$ 1,000,000.00**
ESTIMATE SUMMARY - SUBTOTALS				
			SUBTOTAL, SCHEDULE GR-1:	**$ 515,000.00**
			SUBTOTAL, SCHEDULE GR-2:	**$ 1,000,000.00**
			SUBTOTAL, SCHEDULE A:	**$ 709,881.22**
			SUBTOTAL, SCHEDULE B:	**$ 2,352,437.56**
			SUBTOTAL, SCHEDULE D:	**$ -**
			SUBTOTAL, SCHEDULE E:	**$ 348,350.00**
			SUBTOTAL, SCHEDULE F:	**$ 542,250.00**
			SUBTOTAL, SCHEDULE X:	**$ 1,000,000.00**
ESTIMATE SUMMARY - TOTAL				
			TOTAL ESTIMATED COST of ALL SCHEDULES ABOVE:	**$ 6,467,918.78**
			ADD 30% CONTINGENCY: 30%	**$ 1,940,375.63**
			TOTAL ESTIMATED COST + CONTINGENCY:	**$ 8,408,294.41**

Assumptions:

***Estimate is preliminary based on Phase 1 Stage 3 plans and preliminary Phase 2 plans. It is meant to generally give an approximate cost and may not be all-encompassing. At the time of this estimate no plans have been approved by City or State. Plans are still subject to change.**

***Separate schedules for: Phase 1 public infrastructure (Harve to Schilling to Ernest, north Alley); Phase 2 public infrastructure (Eaton/Johnson extension, south Alley, Schilling frontage from Ernest to south Alley); Private infrastructure (west and east of Johnson, townhomes, single-family, multi-family, condos, commercial property to north).**

***Note the findings in the Tetra Tech Preliminary Geotechnical Investigation Southgate Park Development dated August 5, 2013. This report notes that "compressible wood and fibrous debris fill was encountered on the eastern portion of the site... extending to depths of 7 to 20 feet." This could greatly impact the site improvements and costs. From the "Site Grading" portion of the geotechnical report, "*Based on the variable and slightly rolling site contours, a significant amount of site grading will be required to level the site for development and to prepare parking areas, roadways, and building pads. It appears that the majority of the on-site gravel fill will be suitable for use as engineered gravel fill, provided that all wood debris is removed, it is selectively excavated and stockpiled during site grading, and placed and compacted under controlled moisture conditions. New roadways and parking areas constructed over areas of underlain by the wood and fibrous debris fill will require subgrade improvements such as sub excavation and replacement and/or geogrid reinforced engineered gravel fill. Site drainage design will be very important to collect and divert surface water to prevent infiltration into any remaining underlying fill. Any settlement of fill in the roadway locations could impact newly constructed buried utilities, such as water or sewer lines. These circumstances should be discussed when planning future site layout and design.*"**

***Storm water design has been preliminarily analyzed, with Phase 1 further along than Phase 2. Generally, it is assumed that based on infiltration rates that dry wells can and will be utilized. Some areas will be piped based on the presence of sawmill waste detailed in the geotechnical investigation or other on-site factors (existing utilities, etc.).**

***Assumes that irrigation ditch can and will be re-routed, and be a combination of culverted/piped (under roads and parking lots) and open-channel (through Park and south of south alley to existing). Sizing for the culvert has not been fully confirmed and is assumed 48-inch diameter equivalent based on the existing upstream culvert under railroad being 48-inch diameter, and the downstream culverts under Dixon Ave being (2) 36" squash culverts.**

***Assumes services (sewer and water) sizing and requirements have not been fully determined. For Phase 1 (townhomes) they will all be 1-inch water and 4-inch sewer. For Phase 2 and all commercial sizes have not been determined yet.**

***Assumes sewer services are either 4" or 6", with 4" for all townhome or single-family lots, and singular 6" service for each multi-family, commercial, and park building/structure.**

***Assumes water services are: townhome or single-family lots are 1" domestic only; multi-family and commercial are 2" domestic and 6" fire per multi-family and commercial building/structure.**

***Assumes asphalt trail connections across railroad at two locations (one north near Bob Wards and one south off of Alley Woonerf).**

***Assumes street lighting is required along both sides of Johnson (Phase 2) with lights, conduit, wiring. Additionally, light assumed along Alley Woonerf and trail connections across railroad.**

***Cost estimate does not include costs for: dry utilities (electric, gas, telecommunications, etc.), structures/buildings, and other private development outside of the right-of-way.**